



Installation Instructions

HURST ROLL/CONTROL ADAPTER FITTING KIT

For 1983-1998 Mustang W/O ABS / 1996-1999 Mustang W/ABS
(Exc. Bosch ABS)
HURST # 5671516

WORK SAFELY! For maximum safety, perform this installation on a clean, level surface and with the engine turned off. Place blocks or wedges in front of and behind both rear wheels to prevent movement in either direction.

CAUTION: To avoid any possibility of bodily injury or damage to vehicle, do not attempt installation until you are confident that the vehicle is safely secured and will not move.

This kit is to be used in conjunction with the Hurst installation kit #5671510 which is recommended when installing the Hurst Roll/Control #1745000.

Installation Notes: Use only SAE-approved seamless steel tubing with double flared ends. We recommend that you use the pre-assembled lengths of tubing in the installation kit, or purchase the correct lengths from your auto parts store. **Under no circumstances should copper tubing be used for brake lines.** When bending brake lines, use an appropriate tubing bender to avoid kinking or crushing the tubing. Use thread sealer on threaded fittings. A line fitting wrench is recommended to be used when tightening all brake line fittings. **Caution:** The use of an excessive amount of thread sealer can contaminate the solenoid valve or brake system. Use thread sealer sparingly.

Select a suitable location for the Roll/Control unit to be mounted. It must be mounted securely to prevent flexing of brake lines that could cause failures, and away from hot exhaust pipes/headers and moving parts. Choose an accessible area so that installing and plumbing the brake lines and fittings will not be difficult.

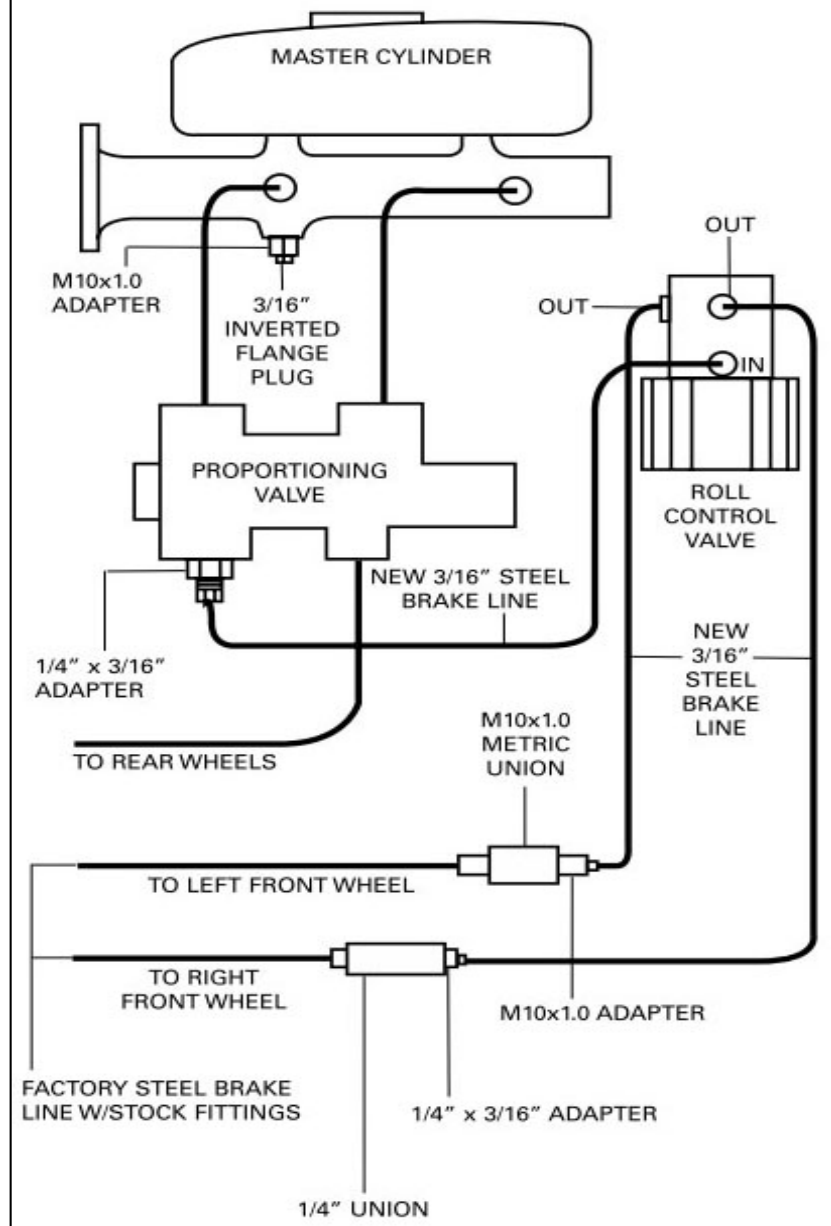
1983-1998 Mustang W/O ABS: (Diagram #1)

1. Install three (3) adapter fittings (1/8" NPT male to 3/16" SAE female inverted flare), not included, into the threaded "inlet" port and two "outlet" ports on the Roll/Control solenoid valve. The exact fittings used, and their placement into the solenoid valve depends on your particular installation.

NOTE: Plug the remaining "outlet" port on the Roll/Control solenoid valve using a 1/8" brass NPT pipe plug, not included (only two of the three outlet ports will be used).

2. Remove the brake line from the bottom of the master cylinder that goes to the left front brake caliper. Install the M10x1.0 adapter fitting (included) into the master cylinder port. Install the 3/16" inverted flare plug (included) into the M10x1.0 adapter (this master cylinder port will not be used).

3. Connect an M10x1.0 metric union (included) to the brake line that was removed from the bottom of the master cylinder. Install the remaining M10x1.0 adapter fitting into the other end of the metric union. Connect a standard 3/16" steel brake line to the M10x1.0 adapter. Plumb the other end of this 3/16" steel brake line into one of the "outlet" ports on the Roll/Control unit.

83-98 MUSTANG WO/ABS*(Diagram #1)*

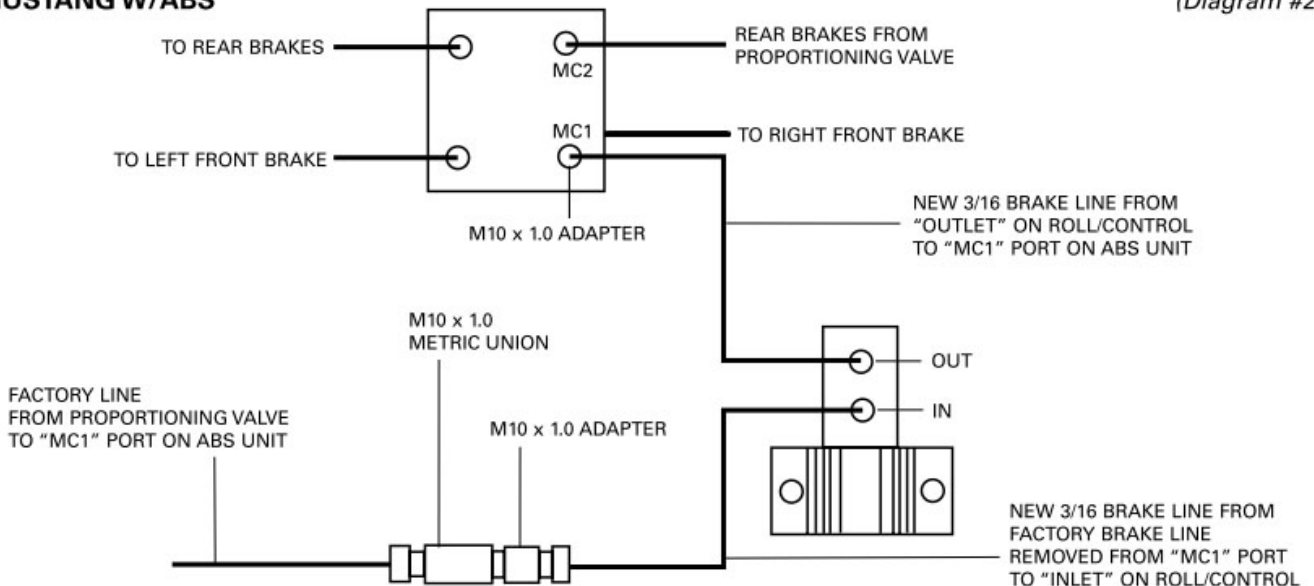
4. Locate the brake system proportioning valve and disconnect the brake line (at the proportioning valve) that runs to the right front wheel. Connect a 1/4" union (included) to this brake line. On the other end of this union, connect the 1/4"x 3/16" adapter fitting (included). Use a standard 3/16" steel brake line and connect it to the 1/4" to 3/16" adapter. Plumb the other end of this line to the remaining "outlet" port on the Roll/Control unit.

5. Install the remaining 1/4"x 3/16" adapter fitting (included) into the open port of the proportioning valve. Use a standard 3/16" steel brake line and connect it to the 1/4"x3/16" adapter. Plumb the other end of this line directly to the "inlet" port of the roll/Control unit.

6. Refer to the **Final Installation Procedure** on Page 3.

96-99 MUSTANG W/ABS

(Diagram #2)



1996-1999 Mustang W/ABS

(Exc. W/Bosch ABS Unit): (Diagram #2)

1. Install two (2) adapter fittings (1/8" NPT male to 3/16" SAE female inverted flare), not included, into the threaded inlet port and one outlet port on the Roll/Control solenoid valve. The exact fittings used, and their placement into the solenoid valve depends on your particular installation. We recommend that you mount the Roll/Control unit close to the ABS unit in order to keep the brake lines as short as possible.

NOTE: Plug the remaining two (2) outlet ports on the Roll/Control unit using 1/8" brass NPT pipe plugs, not included (only one of the three outlet ports will be used).

2. Locate the port on the ABS Control Unit that is marked MC1. This is the inlet port for the front brakes. Disconnect the steel brake line connected to this port. Install one of the M10x1.0 adapter fittings (included) into the port on the ABS unit. Use a standard 3/16" steel brake line and connect one end to the adapter. Plumb the other end of the brake line to the "outlet" on the Roll/Control unit.

3. Install the M10x1.0 metric union (included) onto the brake line that was removed from the ABS unit. Install an M10x1.0 adapter fitting (included) onto the other end of the union.

4. Use a standard 3/16" steel brake line and attach one end to the M10x1.0 metric adapter fitting on the front brake line. Plumb the other end of the brake line to the "inlet" on the Roll/Control unit.

Final Installation Procedure

After installation of brake lines and fittings is complete, connect the electric wiring of the solenoid according to instructions and diagrams included with the Hurst Roll/Control unit.

Bleed all air out of the brake system. Follow the vehicle manufacturers instructions for correct procedure on bleeding the brake system. Be sure to check all the connections for leakage under pressure. **THERE MUST BE NO LEAKAGE.**

Before driving the vehicle, completely check the brake system for proper operation and be sure that you have a good solid brake pedal. Test the Roll/Control system several times to be sure that it operates correctly (refer to the operation section of the Hurst Roll/Control instruction sheet).

IMPORTANT: RETAIN THESE INSTRUCTIONS FOR FUTURE REFERENCE

Technical Service

A highly trained technical service department is maintained by Hurst Performance to answer your technical questions, provide additional product information and offer various recommendations.

Technical service calls, correspondence, and warranty questions should be directed to:



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